

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	25 August 2020
LOCATION:	53 High Street Bognor Regis PO21 1RX
SUBJECT:	BR/147/20/PL Conversion of first & second floor & rear extension to create 4 No. 1-bed self--contained flats including the demolition of existing rear extension & erection of two storey rear extension. This application may affect the setting of a listed building & may affect the character & appearance of The Steyne, Bognor Regis Conservation Area. This application is in C\il Zone 4 (Zero Rated) as flats.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

The proposal seeks the conversion of first & second floor and a rear extension of 53 High Street Bognor Regis to create 4 x 1 bed self-contained flats.

The existing use of the site is a now vacant retail unit with ancillary storage above. The proposed will retain 48.6 sqm of retail floorspace on the ground floor with the ancillary storage at the rear ground floor, 1st and 2nd floors being subject to the conversion and extensions to residential.

The flats will not be provided with an off street car parking provision. Using the Arun District Council Parking Guidance the site is located in Parking Behaviour Zone 4 and therefore would create the demand for one space per flat. Given the nil provision any parking demand created will need to be accommodated on street or in a nearby paid for provision. The site is however located in a highly sustainable town centre / high street location with good access to public services / amenities and employment opportunities. Longer trips could realistically be made by bus or train.

The flats will be provided with a secure and covered cycle parking provision located in the rear yard.

The Local Planning Authority would be advised to consider the amenity implications of the nil parking provision. It would be difficult to conclude that a nil parking provision for 4 flats in a location such as this would result in a significant highway safety issue.

It appears that the commercial use will retain access to the rear yard area as per the existing situation which likely provides some form of service and delivery facility.

The Local Highways Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority are minded to grant planning consent a condition securing the cycle parking provision would be advised:

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Ian Hayward
West Sussex County Council – Planning Services